

DELEGATED OFFICER REPORT

Application Ref: H/25/99526

Site Address: 56 WINCHESTER ROAD, CHANDLER'S FORD, EASTLEIGH,
SO53 2GN

Case Officer: Gregg Chapman

Description: Proposed erection of a solar carport on existing hardstanding to the southwest of the property. Two-storey side extension to the east elevation to accommodate a relocated staircase. Single-storey front extension to the south-east elevation to provide a master bedroom with ensuite bathroom.

Particular Site Constraints?	Yes ☒	No ☐
• Within Built-up Area Boundary • TPOs		

Planning History?	Yes ☒	No ☐
Z/05479/005/00 – Extension – Approved, 01/1978. Z/05479/006/00 - Ground floor extension, car port, conversion of existing garage and new double garage – Approved, 05/1983. H/21/91338 - Two storey front extension, installation of solar panels, garage conversion to include addition of first floor home office space and carport – Approved, 11/2021.		

Publicity:	Letters ☒	Site Notice ☐	Newspaper ☐
Representations:	1 letter – objection; We object to the proposed planning application for the following reasons; 1. The carport base as it is currently located was not built according to the original planning application (see enclosed plans), and is currently at a distance of 2m from, and visible above, our rear fence. The proposed carport to be built on this base will now extend for a distance of 5m in length across the rear border of our property, and be visible in its entirety above our fence. 2. Whilst we appreciate that the proposal includes a 2m high wooden privacy panel on the south-facing side of the carport, the 3.5m height at the rear of the carport will mean that the privacy panel will not afford us an adequate protection of our amenity and privacy in respect of our use of garden and bedrooms at the rear of our property. 3. It would appear that the proposed privacy panel will only be secured with a single post at either end, and its position will subject it to prevailing winds. In our opinion, this will make it liable to damage, thus further intruding on our privacy. 4. Although the carport would appear to be primarily for the use of electric vehicles, we will still be subjected to considerable noise from vehicles moving in and out. There is also the possibility of petrol and/or diesel vehicles using the carport, thus subjecting us further to noise and noxious fumes whilst we are sitting in our garden.		
Parish Council:	No response received		
Trees	No objection subject to condition		
Ecology	No objection subject to condition and informatives.		

Site Visit:	Yes ☒	No ☐
Details: 17 th September 2025.		

Policy:

**National Planning Policy Framework
Planning Practice Guidance**

Development Plan:

The Eastleigh Borough Local Plan 2016-2036 The most relevant policies are Strategic policies S1 and S2; and Development Management policies DM1, DM2, DM11 and DM14.

Supplementary Planning Documents:

Quality Places; Residential Parking Standards; Character Area Appraisals; Trees and Development.

Assessment:

Principle of Development

The development is within the urban edge where the principle of development is acceptable.

Character and Appearance

Policy DM1 of the Eastleigh Borough Local Plan 2016 – 2036 (EBLP) and the guidance contained within the Quality Places SPD, seek to ensure that new development is well designed, respects local character, protects residential amenity, and safeguards important landscape and ecological features.

The application includes an extension to the east of the dwelling formed of a single storey flat roof element with smaller first floor flat roof above, and a car port with solar panels atop a mono-pitch roof in an area that has had the driveway raised and is also part of the application (retrospectively).

The proposed house extension is of a flat roof design, that should generally be resisted. However, the existing property is of unconventional design, and is well screened from public vantage points. It is also relevant that a larger flat roof scheme has previously been consented under application H/21/91338.

A solar carport was also consented under application H/21/91338. However, the position has changed from that consented scheme. It is now located further to the east. Such ancillary car port structures, and solar panels atop roofs of buildings are not uncommon in residential areas. Views of the site would not be readily available, and where any views would be available, they would be in the context of the bungalows to the south in glimpsed views from Welles Road

The raised land and proposed car port are in proximity to protected trees, including underneath the canopy. A Tree Report has been submitted with the application that demonstrates that the car port and extension to the dwelling can be accommodated without harm to trees. Following review of the Report, the Tree Officer has confirmed no objection to the development. An informative note will be added to the decision to explain that tree detritus falling onto the solar panels, or lack of sunshine being received by them as a result of shadow from trees will not form adequate justification for removal of a TPO tree.

The proposal is considered to comply with Policy DM1 of the EBLP and the Quality Places SPD.

Ecology

Policy DM11 of the EBLP seeks to protect and enhance biodiversity and safeguard protected species. The Council Ecologist was consulted on the application, observing that there are records of bats and hedgehogs in the area, but that the proposed development does not include any clear bat roost features that would be impacted by the proposal. The proposal is considered to accord with Policy DM11 of the EBLP, with no adverse impact on protected species or local biodiversity interests.

As a householder planning application the proposal is exempt from being required to provide biodiversity net gain improvements. Whilst the Council Ecologist recommends that some small scheme measures are included, this is not considered to be necessary to make the development acceptable in planning terms, noting the limited impact and small scale of the works.

Residential Amenity

The proposal has been assessed against Policy DM1 of the EBLP and the Quality Places SPD, which seek to ensure development does not result in an unacceptable impact on the amenity of neighbouring occupiers.

The proposed two storey extension atop the single storey extension would be markedly smaller than the previous approved scheme. It would be inset from the boundary and viewed in the context of the existing dwelling. By virtue of the size, location, and height, the proposed extension would not cause any significant additional harm to the amenities of residents sufficient to warrant refusal of the application.

The proposed car port would be located to the north of 8 Welles Road on an elevated platform that has been erected (and is part of the application retrospectively). At its highest point the platform is 1.8 metres above ground level. The car port would be 3.2 metres high in itself (total 5.0 metres above the original ground level at its highest point). It would be offset from the boundary (following the submission of amended plans) by 2.4 metres (the raised platform is 1.9 metres from the boundary). It would be 13.1 metres from the rear of 8 Welles Road.

The car port would be notable in views from the rear of 8 Welles Road. The impact to a view is not in itself a material planning consideration. Consideration must be given to harm to amenity, including whether there would be any impact to light, overlooking, or dominant and overbearing impact.

Being to the north of 8 Welles Road there would not be any loss of light.

A privacy screen (fence) is proposed to the southern elevation of the car port, which is not a habitable building in any event. This would reduce any overlooking when comings and goings occur when parking a vehicle. In addition planting is proposed between the building and the boundary, which would in time offer a screen in itself. The planting and the fence can be conditioned.

In considering the impact of the introduction of a building on higher ground, as set out above the overall height at the highest point (including the raised ground) is 5.0 metres. This slopes down from east to west across the monopitch roof. The overall height at the lowest point would be 2.2 metres (as the original ground level also raised up to meet the existing drive). At the midpoint, the height (with increasing ground level and decreasing height) the proposed building would be approximately 3.6 metres above the pre-existing ground level.

Whilst not an option at this site (being a building forward of the principle elevation) it is a material consideration that Permitted Development allowances (and thus Government accepted standards) are that ancillary buildings adjacent to a boundary can be up to 4

metres in height up to 2 metres from a boundary. The proposed car port would be 2.4 metres from the boundary. The heights are as described above.

It is considered that by virtue of the separation distance from the boundary and the rear of the dwelling of 8 Welles Road, the overall heights across the span of the building where over half of the building and the open nature of the building, that the structure would not be of significant dominant or overbearing impact that could warrant refusal of the application.

A third party objector has raised concerns in respect of noise from the use of the car port. The proposed car port (2.4 metres from the boundary) is adjacent to the existing driveway. It is not considered that noise from the comings and goings of vehicles would be of significant harm to the amenities of neighbours in this suburban location, above the existing situation, which could be near to warranting refusal of the application.

The proposal is considered to comply with Policy DM1 and the Quality Places SPD, with no significant adverse impact to neighbouring amenity in terms of light, privacy, outlook, or noise.

Climate Change:

In July 2019, the Council declared a Climate Change and Environmental Emergency. In doing so it agreed, among other things, to: (a) put in place measures to ensure the Council's own operations and functions achieve carbon neutrality; (b) work with partners to aim for all projects and services delivered in the Borough to achieve carbon neutrality by 2030; (c) ensure that the Council's procurement policy recognises carbon neutrality as one of its primary considerations; and (d) recognise the urgency of action to mitigate and adapt to climate change in every decision taken by the Council. This is underpinned by the Climate and Environment Emergency Strategy 2020–2030 and the supporting Climate and Environment Emergency Action Plan – Update June 2020.

The declaration of the Climate Change and Environmental Emergency demonstrates a strong commitment from the Council to achieve net zero. The NPPF, development plan and adopted local plan policy do not set this as a specific target, but it is a material consideration to be considered alongside all other material considerations. In any case addressing climate change is a core part of the NPPF and local plan policy. The need to support the economy is part of the Strategic Environmental Assessment for the adopted local plan, as is an assessment of climate impacts.

Equalities Implications:

Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:

- A public authority must, in the exercise of its functions, have due regard to the need to:
 - a. eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b. advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c. foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. It is considered that this application does not raise any equality implications.

Other Matters

- There are no likely significant impacts on the SPA.
- There is significant space available on site for the parking and turning of vehicles.

Conclusion:		
Recommendation:	PERMIT ☒	REFUSE ☐
Comments ...		

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